

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.
PEARSON CUP AND SPOONS.

A COMPETITION for the above will be held TO-MORROW (SATURDAY), the 29th inst., at 3 P.M.
Rifles—200, 300 and 600 yards.
Seven Shots and one Slighter.
Entrance for Spoon, 30 cents.
MOWBRAY S. NORTHOTE,
Hon. Sec.
Hongkong, 28th April, 1899.

VICTORIA CHAPTER,
No. 525, E.C.

AN EMERGENCY CONVOCAION of the VICTORIA CHAPTER will be held at the FARMERS' HALL, on SATURDAY, the 29th inst., at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.
Hongkong, 28th April, 1899.

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.

WANTED a SHIP'S CARPENTER for the S.S. "CHINA," apply on board.
J. S. VAN BUREN,
Agent.
Hongkong, 28th April, 1899.

WINDSOR HOTEL,
HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM,
Proprietor & Manager.
Hongkong, 28th April, 1899.

MILK, MILK, MILK,
JUST LANDED.

A FRENCH CONSIGNMENT of ANGLO SWISS CONDENSED MILK.

Per Dozen tins, \$2.60
Per Case of 12 Dozen, \$2.50
H. RUTTON, JR.,
13 & 15, D'Almeida Street,
Hongkong, and
21 & 22, Elgin Road, Kowloon.
Hongkong, 28th April, 1899.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT.)
The Company's Steamship

"YUENSANG"
Captain P. H. Rolfe, R.N.R., will be despatched as above on WEDNESDAY, the 3rd May, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHEWS & Co.,
General Managers.
Hongkong, 28th April, 1899.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, ex S.S. *Rome, Shannon* and *Bay*.

From Italy, ex S.S. *Thames*.
From Australia, ex S.S. *Victoria*.
From Calcutta, ex S.S. *Misissin*.
From Persian Gulf, ex S.S. *Kithia* & *Asyria*.

Optional goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 4th May, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 28th April, 1899.

TO LET. From 1st APRIL.

THE COMMODOUS OFFICES on the GROUND FLOOR of No. 6, Praya Central, now occupied by Messrs. DODWELL & Co., LIMITED.

Apply to E. D. SASSOON & Co.,
Hongkong, 16th March, 1899.

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).

Apply to E. C. HOCHAPPEL,
Hongkong, 23rd March, 1899.

TO LET.

SEMI-DETACHED VILLA RESIDENCE, Bowen Road (now in course of erection).

PROPERTY now occupied by the BOWLING CLUB, STATION and ELGIN STREETS.

"BAHAR LODGE."
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 4th April, 1899.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Children's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PATRONAGE or ENVELOPES to be made into Boxes for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1899.

Intimation.



A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

(For Invalids and General Use.)

PORTS

B.—VINTAGE, superior quality, Red Capsule \$14.40

C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule 10.20

D.—VERY FINE OLD VINTAGE extra superior, Violet Capsule (Old Bottled) 20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out.

These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the *Hongkong Telegraph* will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in this day's issue not later than Three o'clock, so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period, will be continued until countermanded.

The *Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and therefore the best medium for Advertisers. Terms can be learnt on application.

DEATH.

On the 24th March, at Glücksburg, near Flensburg, after a long and lingering illness, in his 57th year, H. A. PETERSEN, formerly head of the firm H. A. Petersen & Co., Amoy, China.

H. A. RITCHIE,
Superintendent.
Hongkong, 28th April, 1899.

THE HONGKONG TELEGRAPH

HONGKONG, FRIDAY, APRIL 28, 1899.

REUTER'S TELEGRAMS.

GERMANY AND THE UNITED STATES.

LONDON, April 26th.

Captain Coghlan has written to the United States Admiralty disavowing any intention to insult the Emperor of Germany or Admiral Decker.

WIRELESS TELEGRAPHY.

Experiments with wireless telegraphy across the Straits of Dover have demonstrated that Signor Marconi is able to localize messages, and to communicate with a desired ship or point to the exclusion of others in the vicinity.

GREAT BRITAIN AND JAPAN.

Mr. Brodrick stated in the House of Commons that Japan had given assurances regarding reforms of the Press, laws and restrictions upon foreigners generally. Mr. Brodrick added that there was no reason to fear that British subjects would not be fairly treated when the new treaties come into force.

THE TWO THOUSAND GUINEAS.

1. Flying Fox.
2. Caiman.
3. Trident.

WEATHER REPORT.

The Observatory report says:—On the 28th at 11.55 a.m. The barometer has fallen rapidly in the extreme North, owing to a depression lying in the N.E. part of the Sea of Japan.

Pressure is highest between the E. coast of China and the Loochoos. Gradients slight in S. China. FORECAST:—Moderate or light N.E. winds; fair.

LOCAL AND GENERAL.

Tsai Tsai's appointment as Chief Director to Kiangnan Arsenal commenced on the 23rd inst.

THE *Echo de Chine* received the following telegram on the 21st inst.:—"The Lu-Hang Railway loan has been successfully floated."

DONATIONS to the Yellow River Floods Relief Funds are acknowledged by the Hongkong and Shanghai Bank to the amount of \$42,303.74.

At the Magistracy this morning Ng Kwong, the scavenging contractor, had to pay a fine of £3 because some of his men had thrown some rubbish into the drains. Mr. Mounsey appeared for him and admitted the offence, but said the man could not see all that his men did.

THE NEW Mixed Court Magistrate, says the *N. C. D. News*, is evidently minded to be a terror to evil-doers. On Thursday he awarded a Poo-tung coolie 800 blows and three years' imprisonment for having, with others not in custody, extorted \$25 from the proprietor of an opium shop in Shantung Road. He was known to be a bad character and an incorrigible loafer.

A MAN of the name of W. O. Faulkner, who appeared at the Magistracy this morning charged with vagrancy, should be an authority on the subject of "How to do without work," inasmuch as he admitted that though without money he had lived in the Colony since January, 1895, without doing anything. He said he came from Calcutta for the benefit of his health and that since he arrived in Hongkong he had made "rapid progress towards convalescence." He told the Magistrate that he did not wish to leave Hongkong and did not wonder—and he was accordingly sent to the house of detention.

SIMON'S Museum and Waxworks, on the reclamation ground in front of the Hongkong Hotel, has been attracting large crowds nightly and the management are very well pleased with their Hongkong season. A new stock of scenery depicting the Spanish-American war has just been received and added to the diorama and new tunes and speeches have been obtained for the phonograph. As this show will only remain for a short while longer we should advise those of our readers who have not already paid it a visit to lose no time in so doing, while we would remind those who have already inspected the museum that fresh attractions are on view.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

R. W. Mitchell \$30
E. F. Cobbold 25
Misses Fairall & Co 25
Tata & Co 25
R. Conke 25
Hop. T. Sercombe Smith 10
A. I. Reed 10
Lutgens Einsmann & Co 10
Gershon Stewart 10
W. Hutton Potts 10
H. N. Mody 10

THE HONGKONG EMBEZZLEMENT CASE.

PROCEEDINGS AT THE MAGISTRACY.

This morning Reginald George Hopkins, who is charged with embezzling \$1,000, the property of the Mutual Stores, Hongkong, was brought before Mr. T. Sercombe Smith at the Magistracy.

Mr. Hastings appeared for the prosecution, and announced his intention of giving evidence as to arrest, etc., and then to apply for a remand.

Inspector Moffat gave evidence as to attending at the British Consular Court at Shanghai and producing a true copy of the original warrant of arrest, together with a true copy of the original information, also giving evidence as to identification of defendant. He received the order of remand on the 22nd inst. and on the 24th took charge of defendant, and escorted him on board the P. and O. steamer *Ballarat*, which reached Hongkong yesterday. Witness received from the gaoler of the British prison at Shanghai defendant's property, which consisted of three boxes, one Gladstone bag, one wicker basket, and a small paper package, also received from the gaoler \$35 in notes and \$3.20 in coin. He saw defendant searched at the Central Police Station yesterday and saw an American \$10 gold piece found on him.

Defendant had no questions to ask.

Mr. Hastings asked for an order of the Hongkong and Shanghai Bank for liberty to inspect and take copies of the entries in defendant's account.

His Worship declined to grant the application, as he had no power to enforce the order.

The case was remanded until next Wednesday. Defendant did not apply for bail.

A NEW SATELLITE.

It is reported that Prof. W. H. Pickering, of Flagstaff, Arizona, has discovered a ninth satellite to Saturn. The new satellite appears to have been discovered by photography, for it is stated that images have been secured on four plates, although the brightness of the new satellite is estimated as only of the 15th magnitude. This would mean, however, that it was about as bright as Mimas, the innermost satellite, and considerably brighter than Hyperion, the seventh in order of distance outwards. The reason why it has escaped detection hitherto is evidently, therefore, not its faintness, but its great distance from its primary, together with its consequent slow motion round its distance being estimated at about 74 millions of miles, and its period of revolution 17 months. If the discovery is confirmed then, for a time at least, a new relationship will be set up in the numbers of the satellites to take the place of that created by Professor Asaph Hall's discovery of the two satellites of Mars in 1877, which Professor Barnard's discovery of the fifth satellite of Jupiter in 1892 destroyed.

ROYAL HONGKONG YACHT CLUB.

GARRISON CUP RACE. April 16th.

The course was from the usual starting line off Police Pier Kowloon, passing Stonecutters' Pier, round the Kau Kung Rock beyond Covechow, and return leaving a markboat off the south of Chunglung to starboard, 17 miles Handicap.—*Erica* and *Maid Marian*, 4.30.

Chanticleer 30 sec. *Phoebe* 1.30, *Sybil* 4.30, *Donito* 6.30, *Meteor* 7.30, *Ladybird* 9.30, *Active* 11 min. *Byrne* and *Dart* 14.30, *Princess* 16.

There was a fairly good breeze at the start, but it died nearly away by the time the boats were at the Kau Kung Rock, when the *Erica* was her time ahead of all the boats, with the *Maid* and *Chanticleer* two and three minutes after.

In the heat back these three boats went away from the rest of the fleet, the *Chanticleer* keeping in the middle of the harbour, coming in an easy winner. The *Maid* and *Erica* getting the wind very light behind Stonecutters, where they had gone for choice of courses.

The times at the finish were:—
Chanticleer 33.38.0 First prize.
Maid Marian 34.44.0 Second
Erica 35.55.0
Donito 36.55.0
Phoebe 39.33.0
Ladybird 41.52.0

The rest were not timed.

MUD FLAT NORTH.

TIENSIN, April 18th.

The Shipping difficulty has ended for the time being in the steamship companies sticking to their resolution that shippers must take their cargo alongside the ships at their own risk and expense, and in the shippers adhering to their resolve not to support the sail companies any further than they can possibly help.

The new order of things was supposed to come into force on the 1st inst., but the world is, as far as the public can see, turning round in precisely the same way as it always has done, and no apparent difference has taken place in the conduct of business. For the present no doubt the old companies will continue to receive a certain percentage of grudging support, as only a few shippers will be in a position of sufficient independence to hold their cargo till other facilities of transport present themselves.

But the ultimate outcome will probably be the establishment of at least one possible local line as a Japanese line, which the Germans tried to start here and wanted to join the conference, but were declined. They will therefore not be likely to spare the British lines now in, so that the arbitrary action of the steamship companies will only result in more competition and that foreign into the bargain.

The great commissioner question is at last settled. For weeks we have been kept in doubt as to whether or no Mr. Hastings would or would not be re-appointed here. Now the burning question is settled in the negative, and Mr. Hastings goes on his long anticipated holiday to the old country.

He has been a quiet, painstaking commissioner here, and if he has taken no active steps for the advancement or improvement of Tiensin, he has at least never complicated matters and made no enemies. His energies have been largely directed to the improvement of the postal service as far as possible, and if no particular improvement has taken place, it is certainly not Mr. Hastings's fault. Mr. Hastings is reported to have obtained an extension of leave for eight or ten months, having been offered an offer of active service at either Shanghai or Hongkong.

Superintendent Cheng Yen-ming's scheme for the development of China was too and the Engineering and Mining Co. The home papers have been dealing with this scheme in every plain language, and disclosing Chang Yen-ming's little game with bold and irreverent hands. As far as I can ascertain, however, Reuter has not been much off the track. It is amusing to us in the north here to note that Chang Yen-ming's champions are only "they of his own household," or rather those more or less directly interested in his projects.

The most valiant efforts are being made to divert Tiensin interest to Chang-wan-to, engineers are being engaged there at enormous salaries for the purpose of demonstrating that the anchorage is satisfactory and a breakwater possible, as if that were all that was necessary to create a port and ready-made trade attached thereto. Chang-wan-tan has no native population, no trade routes converge to it, it can boast nothing but sand and sea-water. It cannot even positively boast of being always an open port as in severe winters it is frozen in for half a mile out. For what is it to be developed therefore? As a winter port for the mails only? It is absurd to think it will be an useful for trade, as neither import nor export trade would stand the expense of long railway journey to Tiensin, and it could not ever become a distributing centre. Yen-ming believes in it, and Mr. Hastings believes in it, however, and presumably that is enough—if only the British capitalist can be induced to believe in it too.

All the secrets Reuter has been letting out in regard to the railway are true enough. Mr. Kinder has been having a pretty rough time of it, but he has fairly mastered the situation now. His indent for 30,000 tons of Welsh coal was taken up by China, and he would not of course consent to the snub, but he administered to his inefficient Kaiping staff, but Mr. Kinder has had his way with the open-tender business, and put a stop to the hole in corner schemes of a certain syndicate of Teutonic speculators who would have preferred to keep little orders for railway materials, breakwaters and such nick-nacks in their own hands.

I hear the co-director of railways, Hsu Ching-cheng is going to open a Russian school in Peking, just as a little compliment to his friends the Russians who have always been "so kind to him." It must be remembered that Hsu Ching-cheng was once Minister to Russia as well as Germany, and has also had (and may still have) an interest in the Russo-Chinese Bank.

The river improvement party are jubilant over the arrival at the Bund of the S.S. *Shenking* last week, but they have not said much since. She got up all right and went away in good style, but I heard yesterday morning that she "saw" there. Just exactly where "there" may be I don't know, but I rather fancy it is not much further than out of eye-shot of the waterfront. Any way it is somewhere where she ought not to be, and means that her getting down has been a matter of four or five days instead of as many hours. In fairness to the river folks it must be admitted that her captain was largely in fault for not letting her get down.

Just the opposite, say he did. Some say he did in one way, and some say another, and as the captain was new hand not used to the vagaries of the Peltus, but even with this allowance it is useless to maintain that the river is in a suitable condition for vessels to try for the Bund yet.

There is some talk of our having a circus here very soon. The ring now performing in Shanghai promises to be a first-class and will be well come.

SAILING.

Yesterday afternoon a private sailing race took place between the *Madge*, *Dart*, *Ladybird* and *Active*, each of the boats being crewed by a lady. The course was from the Police Pier at Kowloon round Meyers' East Buoy, Channel Rocks, Kowloon Rocks, all to port, and back to the starting line. The boats were handicapped and were started from the Police Pier in their proper order, the *Madge* getting away at 1.30 followed twelve minutes later by the *Dart*, the *Ladybird* giving her a start of fifteen minutes and the *Active* one of eighteen. This order was maintained until Meyers' Buoy was rounded the first time and then the beat up for the Channel Rocks, the positions commenced to alter, the order and times being:—

Madge 2h. 2m.
Dart 2h. 8m.
Ladybird 2h. 8 3/4m.
Active 2h. 9 1/2m.

At Kowloon Rocks *Madge* still held the lead but *Active* had overtaken and passed *Dart* and *Ladybird*, the times being:—

Madge 2h. 23m.
Active 2h. 27m.
Dart 2h. 27 1/4m.
Ladybird 2h. 27 1/4m.

Rounding the Buoy the second time the *Active* had taken the lead, passing the Buoy at 2.48 followed at 2.48 1/4 by the *Dart* at 2.49 by the *Ladybird* and at 2.50 by the *Madge*. After passing Channel Rocks the wind had fallen light and the rest of the race was more in the nature of a drifting match than anything else.

The boats held very well together, however, and at the finish the *Dart* just managed to creep ahead of the *Active* by a few seconds, while the *Ladybird* followed four minutes later, while the *Madge* was about the same distance behind her. Throughout the race the *Madge* was handicapped by having no spinnaker and the light airs experienced during the latter part of the race told against her. The boats were capably handled by the ladies throughout and doubtless as the pastime of boating becomes more popular we shall see other ladies' races sailed.

THE NAVAL ARCHITECTS.

The annual banquet of the Institution of Naval Architects was held on March 22, in the Grand Hall of the Hotel Cecil. The Earl of Hopetoun was in the chair, and among those present were Vice-Admiral Sir F. Bedford, the Hon. J. Cleland Burns, President of the Chamber of Shipping, Sir Edward Reed, Sir William White, Sir John Durston, Mr. W. H. Preece, and the Naval Attachés of the French, German, Austro-Hungarian, Italian, and United States Embassies. The toast of the "Institution of Naval Architects" was given by Mr. Laforey, of Hamburg, who said that there were days when unprejudiced activity in naval matters, when questions of the highest importance were discussed by experts. That institution was an international one. Science was indeed international. A Frenchman fixed waves of light and invented photography; an American fixed those of sound and gave us the telephone; a German discovered the means of seeing through a man; and he expected that before the close of the century an Englishman would find the means of seeing through the soul of a man. He had no objection in coupling with the toast the name of man who had constructed the most splendid Armada the world ever knew. Sir William White, in responding, said that the institution was now nearly forty years old, and all must rejoice at the magnificent position in which it now stood. The institution could not judge of its reception in France and Germany. Those Powers and the United States had followed their lead, and had established similar institutions. From the first gentlemen of distinction and character had filled their chair, and he called on them all to drink the health of their president.

OMDURMAN.

The despatch from Lord Cromer has been laid on the table of the House of Commons. It contains three reports from the *Sirdar* respecting the occurrences on the day of the Battle of Omdurman. In the first Lord Kitchener deals with the "unpleasant necessity" of killing wounded Dervishes. This, however, he said, was confined to those of the enemy who feigned death in order to obtain opportunities for murdering those of our officers and men, or friendly natives, who might come within their reach. Whatever was done was done with all possible considerations of humanity.

The second report refers to the occurrences, and contains vindication of the proceedings of the Anglo-Egyptian forces. The third report concerns the Mahdi's tomb. Lord Kitchener vindicates the steps taken in this connection, which were rendered necessary by the fanatical character of the populace. Had the Mahdi's tomb, he says, been left intact it would have become the objective of fanatical pilgrimages, which would have caused endless mischief to the good government of the Sudan.

The *Sirdar* makes no concealment or reservation of his own part in this business. He ordered the demolition of the tomb and the dispersal of the Mahdi's remains, and his instructions were issued for the purpose of being carried out. Lord Cromer, in sending on these reports, supports the action taken by the *Sirdar* in all respects.

PETROLEUM SYNDICATE.

A combination of English capitalists have organized a company under the laws of the State of Kansas (United States). They are represented at the head by Major Graham, formerly of the British army. The company's capital is \$250,000,000, gold, and its aim is to acquire petroleum fields in the Indian territory. It threatens to be the strongest competitor yet seen to the Standard Oil Company.

A COPRA KING.

A current South Sea yarn relates to David B. O'Keefe, the alleged king of the small islands of Yap, Olla, and St. David, which are about 300 miles from Pelew. He is by birth an Irishman, but naturalized in an American, and is 68 years of age. When he settled at Yap he married a native princess, who is a shrewd woman and rules when he is away.

The islands over which he rules are his by right of discovery and the acquiescence of the native rulers, and may (says *New Ireland*) become the cause of complications. He holds them against the rival claims of Spain and Holland. Over his islands he floats the Stars and Stripes, and on his single trading schooner he flies the Union Jack. O'Keefe is known in Hongkong as the Copra King. He has accumulated an immense fortune in the coconut trade, and is a millionaire as a result of his claim to the islands. He wishes to retain his territory, which he claims to be English territory, and he has been successful in his efforts to this end.

A DELTIC PRINCE.

If one of the Celtic princes does not declare that an O'Keefe is a prince, he is a prince in the *Full Hall Gazette*. The object of the article is to show that the Celtic question is not a question of race, but a question of power. The article is a long and elaborate one, and is a very good example of the kind of writing that is to be seen in the *Full Hall Gazette*. It is a very good example of the kind of writing that is to be seen in the *Full Hall Gazette*. It is a very good example of the kind of writing that is to be seen in the *Full Hall Gazette*. It is a very good example of the kind of writing that is to be

NOTE FROM HOME PAPERS.

LORD CHARLES BEREFOUR.
Lord Charles Berefour is devoting all his energies to the preparation of his report on China for the Chamber of Commerce. This is the reason for his absence from the House of Commons. He will not take any part in politics until after the Easter recess.

A LADY LECTURER.
Mrs. Ayrton, wife of Professor Ayrton, of the Central Technical College, South Kensington, read a paper recently, in the theatre of the Institution of Civil Engineers, upon "The Hissing of the Electric Arc." This was the first occasion on which a lady had ever appeared before the Institute in the character of a lecturer.

BILLIARDS.
In the great billiard match between Dawson and Roberts the latter is now well ahead, the latest score being: Roberts, 13,501; and Dawson, 12,600. Great interest is manifested in the contest, and although for some time Dawson held a good lead, it is not thought now that he has the slightest chance of again overtaking his famous opponent.

THE JAPAN SOCIETY.
The Officers and Council of the Japan Society entertained at dinner at Liner's Hotel, Conduit-street, on 24th ulto, the Japanese Minister, President of the Society, who is leaving this country for Japan, on leave. The chair was occupied by Professor Anderson, who was supported by Sir Edward Reed, M.P., Sir Trevor Lawrence, and a numerous company. The Minister, in reply to the toast of his health, dwelt upon the great assistance which the society had rendered in the promotion of the cordial relations which now existed between his country and the one he was now leaving, with much regret.

MINISTERIAL CHANGES PROBABLE.
According to a well-known London correspondent the rumours of Ministerial changes, and even of an early dissolution, are persistent, and tend to become more circumstantial rather than less. It is well known that, apart from the want of interest shown in the business of Parliament by a large number of the Unionists who came in at the last general election, there is a certain amount of active discontent. Promotion has been very slow for those who consider that they have any chance of official life. As to the rumours of disagreement in the Cabinet, these are manifold. The Chancellor of the Exchequer has just denied one, which may be described as of very old circulation; but it does not even relatively belong to the latest category.

KENT COAL.
It is announced that the Kent Coal Exploration Company has struck the coal measures at Barham, and "the Kentish coal trade" threatens to acquire a deeper and darker meaning than it had in the days when Mr. Micawber went to look at the Midway with a view to embarking in the grimy industry. In view, however, of possible misunderstandings, it is worth while to explain that coal measures are not quite the same things as coal mines; they are merely the geological strata in which coal may, but need not necessarily, be found. Supposing that coal is there, two further questions still remain to be answered: Are the seams thick enough to be worth working? And is the coal of such a quality that it will be worth while to spend money in bringing it to surface? On the answers to these two questions the future of the Kent Coal Exploration Company depends.

THE RESULT OF A STRIKE.
A good deal of comment has been caused by the news that the contract for the bridge which is to carry the new Soudan Railway over the River Athara had been given to an American firm, and it seems to have been assumed, in some quarters, that a Transatlantic ironmaster had been preferred to a British manufacturer, and that the Egyptian Government had gone out of its way to ignore this country. But the facts are exactly the reverse. The English agents for the Egyptian Government, who have the ordering of the Athara Bridge, gave the first chance to British traders, and would doubtless have given them the sole chance but for the imperative importance of speedy delivery. Of the British ironmasters approached, not one could guarantee delivery in the time at which delivery was required. It will be found that the locomotives for the Soudan Railway, or at all events, the first batch delivered, will come from America. The reason in this case is precisely the same. This is the after effect of the engineering strike.

LOSS OF THE "MIDAS."
On 25th ulto, the Liverpool steamer (with nautical assessor) gave judgment in the case of the sailing ship *Midas*, supposed to have been lost off all hands while on a voyage from Nagasaki to Portland, Oregon. She sailed from the former port in ballast with a crew of twenty-two all told on February 14th, 1898, and she has not been heard of since the following day, when the pilot left her. The Court decided that when the *Midas* left Nagasaki she was in good and seaworthy condition as regards hull and equipment, but the vessel had not sufficient ballast, was not securely stowed and secured against shifting. Thus the vessel was not fit to contend against the weather she might reasonably be expected to encounter at that time of year in a voyage across North-Pacific Ocean. In the opinion of the Court the loss of the vessel was due to her being insufficiently and improperly ballasted.

SIR GEORGE NIVEN'S WILL.
The will of Sir George Ferguson Niven bequeaths to Sir Robt. Geo. Wyndham Herbert and to Allan Campbell, executors of his will, £100 each, and to his wife £250. He bequeathed to his grandchildren, Diamantina Isabel Campbell and Allan George Campbell, £50 each, and to his daughter, Adelaide Diamantina Campbell, during her life, two Japanese vases given to him by the Emperor of Japan. The testator left to his son, George William Howard Niven, as heirlooms, his insignia of the Order of St. George, the certificate of his family arms, and, subject to Mrs. Campbell's life interest, the vases from the Emperor of Japan. Sir George left his residuary estate in trust for all his children, but, subject to bringing into account £5,000 against the share of his son, and £4,000 against the share of his daughter, Mrs. Campbell. The testator's personal estate has been valued at £16,149.

A NEW MAGAZINE.
Lady Randolph Churchill has entered into the world of literature, and is preparing to launch a magazine which in its articles, illustrations, binding, and price will be far removed from the ordinary fustian of periodical publications. It is to appear quarterly, at a guinea per number, and will include among its contributors statesmen, literateurs, soldiers, poets, and artists of the Old World and the New. Each tome will, in matter and in binding, be in itself a work of art. Lady Randolph's leading idea being to present to the class for which the periodical is intended "the best thought of the day set in a fitting frame." The title selected for it is *The Anglo-Saxon*, and it will, in some measure, reflect the harmony which now exists between the English-speaking people

of the two Continents, as well as serve as an exponent of the highest ideal which animates them to educated foreigners on the Continent. It is to be published simultaneously in London and New York, and the first number is expected to appear about the beginning of June. Lady Randolph Churchill is the proprietor as well as the editor.

WIRELESS TELEGRAPHY.
The scientific experiments made by Signor Marconi with his system of wireless telegraphy between the South Foreland Lighthouse and the East Goodwin Lighthouse have been so successful that, after consultation with those interested in the work, he decided to extend the experiments between the English and French coasts. These trials were made on 28th ulto, with remarkable results, under the personal supervision of Signor Marconi and some of his friends. Lines more than a week's length since the instruments were sent over to this country and duly installed in a house taken for the purpose in the neighbourhood of the South Foreland Lighthouse, near Dover, and at five o'clock on 28th ulto, communication was established. The first message transmitted came from the French side, despatched from the station fixed at the Châlet d'Artois, near Boulogne, and Dover instantly replied to it. There was not the slightest hitch in the arrangements, and messages continued to pass backwards and forwards across the thirty-two miles of sea dividing the two stations with just the same ease and quickness with which they would have flashed along the cable in the bed of the Channel.

NAVAL AND MILITARY NOTES.

(From Home Papers.)

The Japanese cruiser *Tokitsuki* arrived at Sheerness on 29th ulto, from Elswick, and proceeded to Chatham for the purpose of being docked.

The following appointment has been made at the Admiralty—Chief Engineer: J. W. Ham, to the *Barfleur*, for the *Penn*, to date March 4th.

The Admiralty has advised the dockyard authorities of the vessels ordered home this year to pay off. Amongst them are the cruisers *Grafton*, *Immerdale*, and *Archer*, from China. A large number of vessels are to be recommissioned on their stations.

A reply to the statements attributing lack of ammunition in the battle of Manila Bay as the reason for drawing off for breakfast, the *Army and Navy Journal*, of New York, denies through officers of the United States Naval Ordnance Bureau, any such position. Not only had the flagship and every other vessel an ample ammunition supply when the Spanish Admiral surrendered, but there were sufficient shot and shell left to have fought three more battles of equal length.

The *Kronstadt* *Vestnik* states that as a result of the trials on board the Russian torpedo-boat No. 260, in the Black Sea, it is proposed in future, when fitting apparatus for the use of petroleum fuel in the ships of the Baltic fleet, to adopt the system of Engineer Stikhenovich, in which the spraying of petroleum residue is carried out by mechanical means. No. 260 is fitted with one large five cylinder engine and boiler, which with petrol fuel and under forced draught gives 160 revolutions and a speed of 14.5 knots. The consumption of petroleum fuel per hour is about 65 cwt.

Captain Shimazaki and the officers of the Japanese cruiser *Asama*, in Plymouth Sound, gave an "At Home" on board that vessel on 24th ulto. The appearance of the ship was thoroughly characteristic of her nationality. Every point was gay with bunting, while paper flowers of many colours had been freely used in adding to the festive appearance of the ship. At the top of the main gangway, hidden in bunting, the captain and his chief officers welcomed their English guests, while at the rear a smart squad of sailors stood at arms. Apart from the interest which the ship excited, there was an appropriateness in this visit to Plymouth while the flag of Admiral Fremantle is flying from the local flagship. He was in command of the British squadron in Far Eastern waters during the Sino-Japanese war, and was repeatedly complimented on the strict neutrality he maintained. As all the officers of the *Asama* fought in this campaign, they recognised in Admiral Fremantle an old friend. Singularly enough, this officer's successor on the China station, Admiral Sir Alexander Dufferin, was also among the guests, and there were many other naval officers who made the "At Home" an excuse for renewing friendships made in the Far East in past years. It was a critical gathering, and naval officers viewed the ship with undisguised interest. She is a formidable fighting machine and compares, for armour and armament, extremely well with vessels of even considerably greater tonnage. The *Asama* sailed for Japan on 25th ulto.

A Paris correspondent is informed, on what he believes to be excellent authority, that the Russian Government has practically resolved to supply the whole of the artillery with a new quick-firing gun. The principle of this weapon will, if not the same, at any rate very similar to that of the gun in use in this country. It is stated that an order for one battery has been given already to a French firm, and that trials will be made of guns submitted by other people. The object of the Russian Government in proceeding with rather unusual haste is believed to be that the matter may be decided within the next two months, so that if any question on the subject is raised at the Peace Conference the answer may be returned that the order has been given and cannot be withdrawn.

A Washington correspondent states that the board of experts which have been investigating the various systems of rendering wood fire-proof have reported that the electric fireproofing used in American warships is unequalled. They have recommended the Navy Department to adopt no other. The sea fights in the war with Spain and the naval battles between China and Japan showed that the most terrible results arose from the taking fire of vessels during engagements. The Board's report has received the approval of the Navy Department, and in the construction of the new ships all the woodwork will be treated by the electric process.

KLONDYKE YARNS.

Miners who have arrived at Seattle from Klondyke say that when they left, at the beginning of last month, the Skagway river was frozen up completely. Everybody was short of water. The rich men on the Klondyke were washing their faces with champagne. Mr. "Bill" Partridge, an English mining expert, who has also arrived at Seattle, says that Mr. Alexander McDowell, otherwise known as the King of Klondyke, has disposed of six of his richest claims to an English syndicate for two and a quarter million dollars. The basis of Partridge Lake, in Barrow Island, has been drained, and a great quantity of gold gravel found exposed on the bottom. A New York syndicate has purchased it for two and a half million dollars.

M. DOUMER IN BANGKOK.

BANGKOK, April 18th.

All the French Colony of Bangkok visited M. Doumer in the Samrong Palace yesterday at 2 p.m. By the Governor-General's express desire they came in white, and he himself received them in white, putting everybody at his ease at once. M. Doumer expressed surprise that the number of Frenchmen in Bangkok was so large. He spoke to each person individually, and appears to have charmed them all by his urbanity, tact, and the interest he took in their affairs. Besides the Frenchmen resident in Bangkok there were also present the Comte de la Brosse who is at present travelling round the world for amusement, M. Jean Hesse of the *Pigaro*, and M. Grey. After all present had drunk the Governor-General's health in champagne, M. Doumer submitted to the company a telegram to the Paris Press from the Frenchmen of Bangkok. The sentiments contained therein met with the cordial approbation of everyone present, and the wire was at once sent off. Having spent a very agreeable half-hour with M. Doumer, and listened with much pleasure to his sound remarks on various subjects, especially to the comparison he instituted between Siam and Indo-China, the company broke up. We must not omit to state that the place of honour on M. Doumer's right was accorded to His Lordship Bishop Vey, Peré Colombet and several of the clergy being also present.

As we write there is a garden party in the Samrong Palace, and to-night there will be a reception in the French Legation at 10.30 p.m., following a dinner given by the French *Chargé d'Affaires*.

April 19th.

The reception which the Governor-General of Indo-China has met with in Bangkok leaves nothing to be desired on the score of heartiness or of display. The Siam authorities have received him with almost Royal honours, and have placed at his disposal the magnificent palace which had been previously occupied by the Count of Turin and which was intended for Prince Henry of Prussia during his proposed sojourn in this country. The foreign community or at least its diplomatic representatives vied with the Siamese in paying honour to the Governor-General, and up to the present, in spite of the jealousies and misunderstandings that are so likely to arise in a small cosmopolitan community, not a jarring note has been struck. Indeed, the most noticeable feature of the welcome has been its international character. Taking the programme of the day we find that M. Doumer will have to do with the British Minister, who will dine in the afternoon with the Russian Minister. At previous functions we noticed the Italian Minister, the Japanese *Chargé d'Affaires*, the Dutch Consul-General, the captain of the British gun-boat in the river, the officers of the *Sforza* and the *Aspia*, the British and Russian Ministers and a number of other foreign representatives. The Siamese Princes have always been present in force, and this is indeed a compliment to their guest for their warmest friends never yet included punctuality among their virtues.

AT THE FRENCH LEGATION.

The dinner at the French Legation last night was the most brilliant function which the Governor-General yet attended. The Legation grounds were lighted up with Japanese lanterns a row of which ran on each side of the carriage drive to the Legation, and there to the landing stage. Out in the river lay the *Aspia*, from the deck of which rockets and fireworks were discharged during the evening, and coloured lights were burned. The bizarre figure of the *Sforza* was outlined in glowing lights, a line of which reached the top of the mast, and fireworks were displayed from eight o'clock to ten in the Legation grounds.

THE DINNER.

Fifty-five persons attended the dinner given by M. Ferrand to the Governor-General. After dinner a considerable number of gentlemen and ladies came to pay their respects to the Governor-General and were introduced to him by the *Chargé d'Affaires*. Music was provided all the evening by a Siamese band, while a guard of blue jackets which was stationed at the entrance presented arms on the arrival and departure of the Governor and the Ministers. M. Doumer left the Legation at about 11 p.m. and at midnight almost all the guests had departed.—S. F. Press.

NOTANDA.

CALENDAR.

APRIL.
Meteorological means based on ten years' observations to 1893.

Barometer 29.958
Thermometer 69.7
Humidity 86.0
Rainfall 7.58

TO-DAY.
WEATHER REPORT.
On date at 4 p.m.
Barometer 29.99
Thermometer 76
Humidity 62
Rainfall 0.01

TO-DAY.
Friday, 28th April, 1899.

Chinese—15th of 3rd moon of 25th year of Kwang-si.
Sun—Rises 6hr. 0min.
Sets 5hr. 55min.
High water—Morning 3hr. 30min.
Afternoon 1hr. 30min.
Low water—Morning 5hr. 30min.
Afternoon 5hr. 0min.

ANNIVERSARIES.
1400—Chauher died.
1789—Mutiny of the Bounty.
1884—Ratification of Korean treaty with England.
1888—Privy Council for Japan constituted by Imperial Decree.
1896—The sentences passed upon the Reform leaders at Pretoria commuted.

TO-MORROW.
Saturday, 29th April, 1899.

Chinese—20th of 3rd moon of 25th year of Kwang-si.
Sun—Rises 6hr. 0min.
Sets 5hr. 55min.
High water—Morning 3hr. 30min.
Afternoon 1hr. 30min.
Low water—Morning 5hr. 30min.
Afternoon 5hr. 0min.

ANNIVERSARIES.
1856—Crimean War ended.
1876—Piracy of a fishing junk near Cape D'Aguila, Hongkong; 9 of the crew murdered.
1879—Alexander of Battenburg elected Prince of Bulgaria.
1892—Great hurricane in Mauritius; 7,000 lives lost.
1897—Barbadoes at Guadeloupe; many killed and enormous damage. Departure of Dr. Ayres.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Doric*) 1st prox.
Indian (*Catherine Ahear*) 1st prox.
German (*Preussien*) 2nd prox.
Canadian (*Empress of Japan*) 8th prox.
American (*Nippon Maru*) 10th prox.
American (*City of Rio de Janeiro*) 18th prox.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isla de Cuba at Kowloon Dock.
Isla de Luxon " " "
Henry Failing " " "
Haiting " " "
Irene " " "
Hongkong Maru " " "
China " " "
D. Juan d'Austria " Cosmopolitan "
Hohenzollern " " "

PASSED THE CANAL.

Outward—28th March—*Heidelberg*, 5th April—*Benlawers*, *Vindobona*, *Kumsang*, *Siberia*, *Telena*, 7th April—*Broadwayne*, *Goodwin*, 11th April—*Bergen*, *Cardigan*, 14th April—*Indrapura*, *Kintuck*, *Laos*, *Hamberg*, *Floueneus*, *Palatinia*, 18th April—*Glenloch*, *Escholtz*, *Kenmore*, 21st April—*Japan*, *Reynold*, *Tonkin*.
Homeward—21st April—*Bayern*, *Caledonien*, *Trieite*.

Intimations.

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SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

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NO CHARGE FOR INSTALLATION.

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ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

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SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,

Apply to

W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1898. [135]

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Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KANSU,"

Captain Somerville, will be despatched as above TO-MORROW, the 29th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th April, 1899. [572a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.

THE Steamship

"MAIDSURU MARU,"

Captain S. Ngata, will be despatched for the above ports on SUNDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th April, 1899. [441a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Milroy, will be despatched for the above ports, on SUNDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 27th April, 1899. [577a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI TAN,"

Captain Roach, will be despatched for the above ports, on SUNDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 27th April, 1899. [578a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Screw Steamship

"DIAMANTE,"

Captain Taylor, will be despatched for the above port, on MONDAY, the 1st May.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Manager.

Hongkong, 27th April, 1899. [573a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAKOW AND TAIWANFOO.

THE Company's Steamship

"ICHANG,"

Captain Derby, will be despatched as above on MONDAY, the 1st May.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th April, 1899. [568a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUTSANG,"

Captain Bradley, will be despatched as above on TUESDAY, the 2nd May, at 1 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 25th April, 1899. [570a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"CATANIA,"

Captain Miller, will be despatched as above on or about the 4th May.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 21st April, 1899. [422a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"

Captain Grier, will be despatched on SATURDAY, the 6th May.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th April, 1899. [505a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"UNDAUNTED,"

will be despatched for the above port, on or about the 10th May.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 21st April, 1899. [547a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on TUESDAY, the 16th May.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th April, 1899. [558a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS,"

Captain Barwise, will be despatched as above on TUESDAY, the 23rd May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th April, 1899. [541a]

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU W. Townsend	YOKOHAMA DIRECT	SUNDAY, 30th April, at 4 P.M.
KINSHI MARU W. Brady	SEATTLE, AVA, U.S.A., VIA KOBÉ, YOKOHAMA, & VICTORIA, B.C.	THURSDAY, 4th May, at 4 P.M.
TAMBA MARU J. W. Wade	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, & PORT SAID.	THURSDAY, 4th May, at 4 P.M.
BINGO MARU G. E. P. Cook	KOBE AND YOKOHAMA	THURSDAY, 4th May, at 1 P.M.
SAGAMI MARU J. Nagao	VLADIVOSTOK, VIA SWALLOW, AMOI, SHANGHAI, CHINA, HANKOW, and NAGASAKI	THURSDAY, 4th May, at 4 P.M.
MIKE MARU S. Kayamuro	KOBE AND YOKOHAMA	SATURDAY, 13th May, at 4 P.M.
KAGOSHIMA MARU R. Nunome	BOMBAY, VIA SINGAPORE and COLOMBO	THURSDAY, 10th May, at Noon.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 25th April, 1899.

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Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

is above all other remedies in giving vitality. It makes healthy whether the emaciated person is in babyhood or in old age. When food fails to nourish, Scott's Emulsion will be found to be the most effective remedy for overcoming emaciated tendencies.

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PERUVIAN BARK AND IRON.

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EXQUISITE TASTE.

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BO-D-AUX.

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the purest of the FINEST

of the STOMACH and FACILITATES

the DIGESTION.

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